A GREAT SUCCESS

Is the Third Annual Convention of the Ohio Valley

RIVER IMPROVEMENT CONVENTION.

Although the Attendance is Unexpectedly Small the

DELEGATES ARE MOST EARNEST

IN TAKING HOLD OF THE IM-PORTANT WORK MAPPED OUT BY PRESIDENT VANCE-GOVER-NOR ATKINSON AND CONGRESS-MAN DOVENER WELCOMED THE VISITORS ELOQUENTLY. PRESIDENT VANCE RESPOND-ED WITH CORDIALITY-THE AN-NUAL REPORTS OF THE PRESI-DENT, SECRETARY AND TREAS-URER SUBMITTED - LAST NIGHT'S RECEPTION A MAGNIF-ICENT SUCCESS.

HE third annual convention of the Ohio Valley Improvement Association began yesterday in this city, and although the number of delegates is unexpectedly small, the enthusiasm of those who are here makes up for their limited number. During the addresses of Governor Atkinson and President Vance at the open ing business session of the gathering, held in the Carroll Club auditorium, sentiments expressed by the speakers in favor of the extensive improvement of the river by locks and dams, were frequently applauded and showed the spirit of the gathering clearly and unmistakably. In the course of his annual report, President Vance paid a deserved tribute to Congressman Dovener, of this district, who has been untiring in the work for river improvement in Congress; that the tribute is one of entire sincarity can be judged when it is known that Colonel Vance is not only a Democrat, but also edits a Democratic newspaper, the Bulletin, of Gallipolis,

Only one business session was held, and it was called to order at noon. The disappointing feature of the session was the surprisingly poor showing made by Pittsburgh at this convention. Som thirty delegates had been named by the coal exchange and chamber of commerce, and of these only four or five had put in an appearance, Captain John F. Dravo, the father of the free navigation idea on the Monongahela, and a man who never misses an opportunity to put in a good hard lick for river improvement, spoke strongly in denunciation of the lack of interest that seems to have been shown by most of the delegates named to represent Plits-

The feature of the afternoon was the trolley ride, the delegates being the guests of Mr. B. W. Peterson, vice president of the Wheeling Railway Com-The visitors had a comprehen sive insight into the industrial importance of the Greater Wheeling after their trip had concluded.

In the evening, the reception to the visitors, at Wheeling Park, was the attraction on the programme, and it was a magnificent success. Some six hundred persons attended this handsome function prepared for the entertainment of the visitors, and on all sides were heard expressions of admiration and appreciation of the kind of hospitality which Wheeling invariably extends to visitors within her gates.

To-day the convention closes, the first

session being called for 9:30 o'clock this morning, in the Carroll Club auditorium. Yesterday there was a general impression that the sessions of the convention are not open to the public, and for this reason the attendance of townspeople was very small. People who are interested in the improvement of the great Ohio river are cordially invited to attend the sessions of the convention this morning and afternoon. At the afternoon session officers are to be elected.

THE BUSINESS SESSION

The Convention Began at noondresses and Reports Made-

The first business session of the con-vention was not called to order until noon, in the Carroll Club auditorium. The delegates gathered at 10:30, the hou announced, but the opening was delayed in order to await the arrival of th Pittsburgh delegation. The hall was handsomely decorated for the occasion; on the stage were palms in profusion, also bunting and flags. The gallery and other parts of the auditorium were also arts of the auditorium were also ed neatly. Before the conven-t down to work, the credentials tee reported that only members association would have the e of the floor; or members of privilege of the floor; or i

The following visitors registered be-fore the session was on:

fore the session was on:
Cincinnati-J. P. Ellison, superintendent of the Pitteburgh and Cincinnatipacket line; M. T. Hissen, R. W. Wise,
H. Rigdon, F. A. Laidley.
Newport-Dan Lacey, Paris C.

Newport—Dan Lacey, Falls C. Brown.
Cayington—R. R. Agnew.
Louisville—L. S. Seibold, Charles J.
O'Conner, E. Galletti, L. P. Rammers.
Wheeling—Hon. B. B. Dovener, William M. List, Huilliben Quarrier, Joseph Speidel, B. W. Peterson, G. W. Atkinson, C. J. Rawlings, W. P. Hubbard.
Catlettsburg—J. M. Kirker, W. A.
Patton.

Evansville-Frank Tardy, C. J. Mur-

Letart Falls-William L. Anderson. Lettert Falls-William & Anderson.
Pittsburgh-Captain James A. Henderson, president Pittsburgh and Cincinnati packet line; George H. Anderson, Captain John H. Dravo.
Marietta-T. D. Daie, A. D. Folliet,
Charles Richardson, Oscar H. Lambert, D. B. Torpy.
Martin's Ferry-W. H. Smith, J. S.
Cochran.

Cochran. Hannibal-Captain Charles Muhle-

nan. Morgantown-Prof. I. C. White, Gallipolis-President Jonn L. Vance, homas L. Bell. Bellaire-J. E. Blackburn.

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At noon, Capt. Dovener addressed the meeting. He desired to say that the sessions of the convention are open to the public. He hoped this would be generally circulated through the city. Proceeding, Captain Dovener gave a short account of the career of the association, telling of the initial meeting. at Cincinnati in the fall of '95, at which

were present representatives of all the river cities and towns. In 1894 and 1857 conventions were held in Pittsburgh and Evansyille, respectively. Now we are in Wheeling, and we hope to hat f a grand convention. Before the Fifty-fourth Congress appeared representatives of the association and as a result appropriations were made for six dams on the Monongabela river, bringing slack water navigation to Fairmont. Six dams are to be constructed on the Ohio below Pittsburgh. In addition a survey of the fiver below these dams has been made, and the engineers' report will be made in the Fifty-sixth Congress. To-day a glad welcome will be extended by the people of Wheeling to the association. The captain paid a glowing tribute to the officers of the association, Messrs. Vance and Wilson. Concluding, the speaker presented Governor Atkinson, who would formally welcome the visitors to the city. Said Governor Atkinson:

Said Governor Atkinson

GOVERNOR ATKINSON, "Mr. President and Fellow Citisens;— I feel very much like the late General N. P. Banks, of Massachusetts, at that time a member of the Fifty-first Con-

I feel very much like the late General N. P. Banks, of Massachusetts, at that time a member of the Fifty-first Congress, when a consideration of the financial affairs of the country was before a caucus of the political party to which he belonged. Said he, "Mr. Chairman, I don't know anything about the money problem, and I therefore feel it to be my duty to make a speech upon the subject." I know very little about the great undertaking of locking and damming the Ohio river, and yet I, like General Banks, feel like saying a few words upon the subject.

"It has been assigned to me, my friends, by the chamber of commerce of this association and their friends to the city of Wheeling and the state of West Virginia. We are rejoiced to have you among us. Wheeling is well known all over this country, and the world, for that matter, and for a generation or more she has been known, not only as a manufacturing city, but also as a city of enterprise and wealth. Just how the name of Wheeling originated none of us can tell; but all of us who reside here know that she never fails to wheel into line on every movement which tends to advance the interests of all classes and develop the intelligence and the resources of our great country. The only reason, my friends, why we have not grown into a great city, is because we had not enough level ground upon which to build it. For a half century we have kept in the swim of progress, and we are now only in the dawn of what we are set to be.

"Again I say, Mr. President, on behalf of all our people, I welcome the Ohio River Improvement Association as distinguished guests, and I assure you, gentlemen, that everything will be done on the part of our people, to make your stay pleasant, and, I trust, profitable, as well.

A NEVER FAILING HIGHWAY.

A NEVER FAILING HIGHWAY. "Mr. President, we have within West "Mr. President, we have within West Virginia five hundred miles of navigable rivers, nearly two thousand miles of railroads, and no one can estimate the extent of our coal and coke and oil and gas and timber. It is the purpose of your organization to make the Ohio river, which washes the border of our state for three hundred miles, more navigable and more useful. It is your aim, as an organization, by a system of locks and dams, to make this great natural artery of commerce a never failing public highway for heavy freights. The rivers of the continent are the natural ascries through which the trade of the country is intended to pass; and it is therefore the duty of the people to improve these public highways in every way possible, because all classes of citizens will thereby be benefitted. I am glad that this association of enterprising men was formed for the purpose of interesting the government of the United States in the improvement of the great water-way.

"It is believed, by many, and I am one of them, that the Ohio valley, in advantages and possibilities is the richest valley on earth. In climate, in location, in soil, in iron, in sait, in oil, in gas, in timber, in water-power, in stone, and in enterprise, education and intelligence, it cannot easily be surpassed. To slack the water of this great river would very Virginia five hundred miles of naviga-

ot ensily be surpassed. To slack the

enterprise, education and intelligence. It cannot easily be surpassed. To slack the water of this great river would very son cause it to be almost a continuous city of manufactures from Pittsburgh to Cincinnati: and I hazard nothing when I sag this will be done before another generation shall come and go.

"I find, Mr. President, that the United States government has appropriated up to this time, \$2.30,000 for the locking and damming of the Ohio river. Lock No. 1, known as "Davis" Island Dam," a few miles below Pittsburgh, was completed in 1858. Since that time \$1,35,000 has been appropriated by the general government for the construction of locks \$2, 3, 4, 5 and \$5, which, when completed, will slack the water, from forty of fity miles below Pittsburgh. No work has been done upon any of these locks, except to secure the titles to the land, except upon lock No. 6. If when No. 6 is completed, it would seem to me not to be a mistake, but the course of wisdom, to locate a dam in the vicinity of this city, and thus afford a pool for the benefit of the manufacturing interests of Wheeling and nelghboring towns; and, as a matter of course, work could be carried along upon the dams farther up the river, while the improvement is going on here. Locks 2, 3, 4 and 6 were skipped, and 6 was taken up. it is going on here. Locks z, z, z and ere skipped, and 6 was taken up, teh affords a precedent, and it seems ne a sensible one, to next begin work in a lock at Wheeling, and at the time go on with the locks laid above us. Now that the government this river in earnest, it should shed along with all possible speed. VERY HEAVY TONNAGE

The tonnage on the Ohlo, even in its resent condition, is very great. The lock-tender at the Davis Island dam reported for 1896, the passage up stream of 7,886 steamers and crafts, and down stream of 12,185, with a total tonnage of 3.811.759 tons of heavy freights. The the year 1896, amounted to 3,914,422 actual tons, while the passengers carried by steamboats on the river for that year numbered 1,223,296. The construction of one dam has added greatly to the traffic of the river. With twenty or thirty more of these locks and dams, the freightage would almost double expryyear. It is great now, but-it is only in the dawn of what it will be, under this system of improvements, in the years that are to be.

"The Great Kanawha river, next to the Tennessee, the largest of the Oblo's

years that are to be.

"The Great Kanawha river, next to the Tennessee, the largest of the Oblo's tributaries, has been locked and dammed for one hundred miles. Before slack water was introduced down there, the commerce of that geat valley, on the river, was comparatively insignificant. Now it has reached nearly one and a haif million tons per year on the river alone, and is steadily on the increase. The tonnage upon the two railreads in that valley is about double the freightage upon the river; but the cheap rates upon the river; but the cheap rates upon the river. Keep the tariff down upon the railroads to the smallest possible rates for all westward commerce. There are ten locks and dams upon that river—all completed but one, and it is practically finished—which cost the government. In round numbers \$4,000,000, and all business people will admit that this vast outlay of money was well spent. Vasigumsof money have been expended, and are now being expended by Uncle Sam in all portions of our national domain upon our rivers, with the object of alding in the development and improvement of the sections of country which they drain; and yet these great rational improvements are still in their sprovements are still in their

"The locking and damming of the Kanawha was begun in 1873, and will be

entirely completed the present fall. The permanent improvement of the Ohlo was begun in the early 90's, and let us hope that it will be completely finished within the next score, or twenty-five years at the farthest.

FIRST MOVABLE DAMS. "The first movable dams in America in connection with slack water improvein connection with slack water improvement, were built on the Great Kanawha river in this state. The usefulness and adaptability of moveable dams have been thoroughly established. Moveable dams are kept up during low stages and down during high water. Their advantages over the ordinary fixed dams for a commerce and river like the Ohio are very decided, as they furnish the benefits of the usual slack water without its most serious inconveniences and drawbacks. With fixed dams everything must pass through the locks. With them navigation is entirely suspended when the river is near to or above the lock walls. The difference between the fixed and moveable dams in the scour and wash of the banks about the works, is also greatly in favor of the modern type.

"With moveable dams the locks are used only when the water in the river is so low as to make them necessary. At all other times the dams are kept lowered, practically on the river bottom and out of the way, affording unobstructed, open navigation. This is a great advantage to all classes of commerce and especially for coal, which is always shipped in fleets. More barges can be transported by a tow boat and much better time made necessary to use the locks.

"The gauge record of the Great Kanawha river for the last twenty years, ment, were built on the Great Kana-

than when it is made necessary to use the locks.

"The gauge record of the Great Kanawha river for the last twents years, shows an average of 196 days is the year when there is five feet of water for open navigation, and 142 days when the average is six feet or more. From this it appears that coal can be shipped by open river about six months in the year, during which time the moveable dams will be down and unusued. The remainder of the year, or when the river falls below a coal boat stage, the dams are kept up, which affords an average available slack water depth of six feet all the year. feet all the year.

MEANS CHEAP FREIGHTS

"It is well understood, Mr. President, that slack water transportation affords the cheapest possible freight rates, especially when the haul is of great tength. The freight on coal from Pittsburgh to New Orleans will not average over one-fifteenth of one cent per ton per mile. The coal barges, considering their cost and length of life are cheap carriers. They cost from one to two thousand dollars each and last about ten years. One of these barges carry anywhere from 10,000 to 20,000 bushels, or from 400 to 700 tons of coal, which would be equal to a train of twenty to thirty cars of twenty tons each. In open navigation on the Big Kanawha, a tow boat handles from four to fourteen loaded barges, depending, of course, on the stage of the river and the size of the tow boat. In the Ohio river from the mouth of the Kanawha down, the tow boats take from fourteen to thirty-four barges each. A fieet of thirty barges about 400,000 bushels, or about 16,000 tons, which if loaded into twenty ton cars, would make thirty trains of twenty-six cars each, or a continuous line of cars nearly six miles long. I mention these facts simply to emphasize the importance of improving the navigation of the Ohio river in order to afford cheap freight rates, which will be an advantage to the consumer as well as to the producer, and will redound to the benefit of all the people.

"The Ohio, my friends, is a national water way. As it sweeps past our homes in its meandering way to the sea, it does not tell of Pennsylvania, or Ohio, or West Virginia, or Kentucky, or Indians, or Illinois. While, in a sense, it may sing a zong of these great states, but above and beyond them all, it tells the story of a nation united, of a country that all of us love, a country with one constitution and one fias, a country of peace and at peace with all the world, a country with, one alm and destiny, a country with, one alm and destiny, a country with one and indivisible now and forever. And see the rivers how they run, Through woods and mendows, in shades and sur, contenting the contention of the con that slack water transportation affords the cheapest possible freight vates, es-

Through woods and meadows, in shades and sun, sametimes swift, sometimes slow—Wave succeeding wave, they go A various journey to the deep, Like human life to endless sleep.

"Again I welcome you to Wheeling, and bid you God speed in your work." Governor Atkinson was frequently applauded, and at the close was given the generous applause of the audience.

COLONEL VANCE RESPONDS. Colonel John L. Vance, president of the association, responded in an elo-

quent speech in which he said: In his response to Governor Atkin-son's speech welcoming the association, son's speech welcoming the association, President Vance first spoke of his earliest acquaintance with Wheeling; this was in the civil war when he came here in command of a West Virginia regiment of Union volunteers. The warmth of Wheeling's welcome at that time made him feel proud to serve in a regiment accredited to the new Mountain state. On another occasion he had tasted of Wheeling's hospitality; on the occasion of the visit of the rivers and harbors committee of Congress in the spring of 1896. The committee and riveremen had been met at Fairmont by enthusiastic delegations of Pennsylvanians and West Virginians; and on down the Monongahela to Plitsburgh, and down the Ohlo to Wheeling, there had been one round of "The action of the national board of the mational board of the canalists of the spring of the Manchester canal from Liverpool. A change came, and the canal was built at a cost of 1875,000,000, and it is a blessing the industrial interests of that section and the country at large, would not forego for ten-fold the money. In fact, no amount of money livested in any other way, could so well accommodate the great traffic that is handled by the canal. The action of the national board of wheeling, the people of the various communities, a showing of popular sentiment that without doubt influenced the large appropriation that followed in

Congress.

Speaking of West Virginia, Colonel
Vance said that Pennsylvania must
look out or the Mountain state will
wrest from her great neighbor the title
of leader among the states in production
of coal, iron and oil.

WEST VIRGINIA FORTUNATE. West Virginia has been fortunate in her governors, continued the speaker. Ex-Governor Fleming, of Fairmont, is an honored member of our association, and assisted at its organization in Cir

cinnall. The same applies to ex-ousernor MacCorkle, who delivered a magnificent address at the Cincinnati meeting in 1895. And Mr. Atkinson upholds the record of his predecessors, and goes even farther in wishing us God speed. In conclusion, the speaker referred to the fine reception given the delegates by Wheeling. Such receptions are an incentive to further good work by the association. They give us courage to go ahead and do all in our power to do. We are made up of six great states of the Union, Pennsylvania, West Virghia, Ohio, Indiana, Illinois and Kentucky, which latter, by the way, said the speaker, Governor Atkinson forgot to mention in his eloquent speech.

"And Kentucky, you know, governor, you really cannot forget," said Colonel Vance, turning toward Mr. Atkinson, who was seated near him on the stage. These six states, confinued Colonel

who was seated near him on the stage. These six states, confinued Colonel Vance, have 11,000,000 people, fully one-seventh of the population of our country, and all of them directly interested in our work. Mr. Aikinson was right; In twenty or twenty-five years this great Ohio river will be navigable the year around from Pittsburgh to Cairo (Applause.)

CONVENTION AT WORK. The convention was then called to or der. The convention committees were then announced by President Vance, as follows:

Nomination of officers—Paris C. Brown, Cincinnati; Hullihen Quarrier, Wheeling; Charles Richardson, Mariet-

ta; Charles Muhleman, Hannibal; L. P. Rammers, Louisville; Thomas L. Ball, Gallipolis; J. C. White, Morgan-

Ball, Gallipclis; J. C. White, Morgantown.
Resolutions—Hon. B. B. Dovener, Wheeling; Hon. A. D. Follett, Martetta; W. A. Patton, Catlettaburg; J. F. Ellison, Cincinnati; G. H. Anderson, Pittsburgh; W. P. Hubbard, Wheeling; C. J. O'Conner, Louisville.
Credentials—W. M. List, Wheeling; F. A. Laidley, Cincinnati; D. B. Torpey, Marietta; C. J. Murphy, Evansville; John F. Selbold, Louisville; James M. Kirker, Catlettsburgh; James A. Henderson.
Mr. Hubbard of Wheeling, introduced the following resolution:
Resolved, That all resolutions offered for consideration by the convention shall be in writing, algued by the gentleman offering them. They shall be handed to the secretary and preferred without debate to the committee on resolutions,
The resolution was seconded by Capt.

without debate to the committee on resolutions,

The resolution was seconded by Capt.
Henderson and passed.
The report of the committee on credentials was made. The entire membership of the association was reported
in good standing. New members were
enrolled by the secretary, and \$500 in
dues paid.

dues paid. dues paid.

On motion, Major Bixby and Captain
William Martin were made honorary
members of the association.—Major Bixby is the army engineer in charge of the Ohio river, and Captain Martin is in charge at Davis Island dam.

PRESIDENT'S ANNUAL REPORT. President Vance next made his annual report. He said:

"To the Members of the Ohio Valley Improvement Association:-The past year has not been marked by any starting events in the history of your asso-

year has not been marked by any startling events in the history of your association.

"The failure of Congress, at the last
session, to pass what is known as a
"River and Harbor bill," was caused by
the approach of war with Spain, and
not through q desire on the part of the
law-making power to retard work on
the water-ways that the people of all
sections recognize as necessary to the
advancement of the country. The committee on rivers and harbors of the
house, where all such bills originate, was
a unit in the belief that the war demands would be such that it was not
wise to present a bill appropriating
funds for new work on rivers, and
harbors, and this opinion was shared
by those of your association whose duty
it is to watch over legislation and in
other ways promote and advance the
purposes of the association.
"When it was known that such a bill
would not be framed and presented, the
wisdom of the Fifty-fourth Congress, in
providing for the continuous contract
system, was demonstrated. The great
work of improving the Ohlo and its
tributaries has not been idle, although
fallure was made in passing a river and
harbor bill, but has continued and will
continue, until the gross amount provided by the act of June 3, 1896, has

continue, until the gross amount pro-vided by the act of June 3, 1896, has been exhausted. And the statement here made applies to all appropriations in that act which come under the head

of the continuous contract system.

"At the convention of this association held last year at Evansville, the resoluheld last year at Evansville, the resolu-tions adopted "cordially endorse the method" adopted by Congress of placing important works under what is com-monly known as the continuous con-tract system, and recommended its "ex-tension to all the works of improvement that may be hereafter underaken."
"The growing sentiment in favor of improved water-ways, on plans that will render such improvement perma-nent, warrants the belief that hereafter all appropriations for such purposes will be upon the system recommended in the resolutions to which reference has been made.

CHANGE OF SENTIMENT.

CHANGE OF SENTIMENT.

"It is a pleasure to be able to say (and in saying it the work of this assoriation is to be strongly commended) that during the past few years a radical change has come over the people of all sections in regard to the improvement of our water-ways by the general government. Within a period of ten years this change has been wrought, and within the past three years it has been within the past three years it has been prodigious in extent and radical in character. In but recent years, years within the memory of every man of thirty, it was fashlonable for political parties to meet and resolve solemnly against public improvements at public expense, and the party that got in its work first was considered fortunate. "But we see now that education upon the subject of our water-ways, the knowledge of their inestimable value, has caused a revolution in public sentiment; and political parties, in convention assembled, resolve in favor of public improvements; yes, demand such im-

lic improvements; yes, demand such im-provements at the hands of the Con-

gress of the country.
"It is fortunate for us, who have the

"The action of the national board of trade-an organization "The action of the national board of trade—an organization essentially na-tional in character and of boundless in-fluence—in passing a series of resolu-tions commendatory of the permanent improvement of internal water-ways. improvement of internal water-ways, and endorsing the purposes of this association, has done much to strengthen our cause. This distinguished body, after full deliberation and by unanimous vote, demanded the thorough and permanent improvement of the interna water-ways as a work of national impermanent improvement of the internal water-ways as a work of national importance and interest, imperatively demanded both by our general domestic and foreign commercial relations; recognized with approbation the broad and comprehensive patriolism manifested by the last Congress in its provision for the improvement of national water-ways; asked the present Congress to accord support to, and carry forward, the wise methods inaugurated by the last Congress, and that future Congresses be respectfully petitioned to continue the same patriotic course until the improved water-ways of America be made to yield to its citizenship the incalculable profits in form of economic service, which have been already realized by the older countries of Europe from the adoption of similar policies. Another resolution most heartily commended the action of Congress in freeing commerce from tolls on the Monongahela, and the prosecution of work on the locks and dams on the upper Ohlo, likewise requesting Congress to provide, "at its present session," for the completion of the survey of the Ohlo river to its worther Congressian and the present session," for the completion of the survey of the Ohlo river to its questing Congress to provide, "at its present session," for the completion of the survey of the Ohio river to its mouth at Cairo, with a view to the construction of locks and dams so far as may be necessary to secure uninterruni-ed navigation. The last resolution adopted, reads as follows:

"Resolved. That the national board of trade desires in the most emphatic manner, to commend and endorse the

manner, to commend and endorse the action of the last Congress in inaugura

ers."
"It gives me pleasure to thus call your attention to the proceedings of this important body of representative men from all sections of the country, representing the great industrial and commercial interests, and I am convinced

that such active work will go far to ad-vance the interests of the Ohio river and its tributaries. OHIO RIVER SURVEY.

"At the Evansville convention, a res

plution was adopted requesting Congress to appropriate a sufficient amount silution was adopted requesting Congress to appropriate a sofficient amount "immediately available," authorizing and ordering the completion of the survey of the Ohio river with a view to the construction of locks and dams softer as may be necessary to secure uninterrupted navigation to its mouth at Cairo. In furtherance of this resolution, and after consultation with a number of representatives in Congress, and particularly with Hon. B. B. Dovener, a member of the committee on rivers and harbors, it was deemed advisable to present the resolutions adopted at Evansville, to said committee, and present as strongly as possible the necessity for a survey as called for in the resolution. Through the efforts of Captain Dovener, an appointment was made. Nearly all the members of the committee attended the meeting and gave close attention to the argument presented by the president of your association. There is no doubt the appropriation for the survey would have been made, had not the war intervened; and assurances have been given me that the subject will receive favorable consideration at the next session of Congress. No argument is needed to demonstrate the absolute necessity of a survey. With such survey perfected, work may be prosecuted at various points with the certainty that it will

onstrate the absolute necessity of a survey. With such survey perfected, work may be prosecuted at various points with the certainty that it will harmonize with the completed whole. "The resolutions, as a whole, adopted at Evansville, have been commended by all friends of river improvement. The inauguration of a movement to relieve the steambout interests from excessive wharfage charges at various cities, towns and villages, was most fitting. Such a movement demands earnest support.

towns and villages, was most attingSuch a movement demands earnest support.

"In January last, by invitation, and
at the request of the Cincinnati chamber of commerce, I attended a meeting
in Washington of a large committee
from New Orleans and committees from
other cities of the Mississippi and Ohjo
valleys. The purpose of the meeting
was to urge Congress to make immecilate and sufficient appropriation for
the protection, improvement, etc., for the
lengthening and despening of the present (Eaus) jesty pass at the mouth of
the Mississippi river, and the restoring
of the southwest pass to navigation.
By request, I appeared with others, before the commerce committee of the
senate to request prompt action to
avert impending danger to navigation.
The Pitisburgh delegation was headed
by the veteran prince of improvementcaptain Dravo—and his speech provoked a profound impression. The people
of the Ohlo valley are largely interested
in the free and unrestricted navigation
of the-passes to the gulf, and it is gratifying to report that Congress took the
necessary steps to strengthen, energe

FEARS WERE GROUNDLESS.

"When this association was organized at Cincinnati, in October, 1895, the fear was expressed that the object sought—
the permanent improvement of the Ohio river and its tributaries—would be aniagonized by the railroad interests. It was thought these great interests would fear injury at the hands of a free and deep river, navigable at all seasons, and use their influence to thwart or retard the legislation it was necessary to secure. I confess that this fear affected me to some extent. It is grailfying to know that such fears have proved groundless, so far as developments have been made.

"During the past year I have had many letters resarding the dangers to steamers and their tows from bridges as constructed, and I beg to suggest that this subject receive the attention it deserves at the hands of the proper committee, to the end that the government at authorkless may be thoroughly advised, and means taken to prevent further obstruction to commerce.

"Complaints have been made of enwas expressed that the object sought-

al authorities may be thoroughly advised, and means taken to prevent further obstruction to commerce.

"Complaints have been made of encroachments upon the river, tending to narrow the channel and obstruct navigation. It is expected that action will be taken by this convention to prevent further inroads upon the river and remove the obstructions already constructed and in process of construction. "While the work done during the year that has elapsed since our last meeting did not produce a bill with additional appropriations providing for needed work, yet it has advanced and strengthened our association by building up in the halls of Congress and throughout the country a feeling of confidence in the justice of our cause, disarming opposition, and causing all the people of all sections and of all parties to rally to the standard bearing the honored inscription: The permanent improvement of the water-ways of our country will bring the people closer together and do more than all else to advance domestic and foreign commerce. tic and foreign commerce, A TRIBUTE TO DOVENER.

"I cannot close without expressing my indebtedness to Hon. B. B. Dovener, member of Congress from the district in which the association meets to-day, and an honored resident of Wheeling, for an nonrect tradent of wheeling in the inestimable service he has rendered the association since its organization, at which he was present and took an active part. He has demonstrated good judgment and marked ability in all ments for the improvement of the water-way in which we are interd, and as a member of the commit-on rivers and harbors he has negted no opportunity to carefully guar interests of his constituents and o the whole Ohio valley. At all times, and they have been many), when it has

and they have oven man, which the been accessary to call upon him for counsel and aid, his services have been at my command; no duty has been left unperformed; no labor too arduous. Up-on all occasions he has been faithful in the performance of duty, and steadfast in devotion to the cause advocated by this association. in devotion to the this association.

"In connection with this subject while "In connection with this subject while "In connect was accorded the objects of Connection of "In connection with this subject, while hearty support was accorded the objects of the association, by members of Congress generally, and particularly those from the Ohio valley, I desire to mention as worthy of warm commendation, Messrs. Dalzell, Stone and Atcheson, of Pennsylvania; Brownell, Burton, Danford and Grosvener, of Ohio; Berry, of Kentucky; Hemingway, of Indiana. It is not possible here to name all who carnestify aided us.

is not possible nero earnestly aided us. earnestly aided us. earnestly aided us. earnestly aided us. "I would not be faithful to my duty and to justice should mention be emit-ted of Colonel E. P. Wilson, secretary of the association. His services began ore the organization; he was one of se who set on foot the project to form an organization to improve the Ohio and its tributaries, the organization to emthe six states bordering on th Ohlo: after its organization he acc Ohlo; after its organization he accepted the position of secretary, and has filled it since with distinguished success. His office at Cincinnati has been the head-quarters of the association—placed at our disposal, together with his personal services, without expense. To those who know him—and all who do, recognize his ability and marked executive capacity. I need not speak of the value of his services to this association. His labors have been bestowed in its behalf with a cheerful disregard of self, and the suggestion has been made from many quarters, that steps be taken to recognize what he has done and that which remains to be done by him. "In conclusion, gentlemen of the association, permit me to say that you are not building alone for the present generation, but for those who come after we are gone. It is our good fortune to have homes in this beautiful valley, dear to many of us as our birth-place e position of secretary, and has since with distinguished success

cherished associations. We are here for a noble purpose; to benefit our homes; to make more prosperous our country;

\$2,00 Fine Soft Hats for \$1.50.

This vely pretty and becoming Fall Style Soft Hat, extra fine quality, with finest allk band and binding, colors Black, Brown or Pearl, and every hat Union Made, regular price \$2.50, our special price

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BOCKING CHAIRS- ALEXANDER FREW

SOFT HATS-M'FADDENS



to so labor as to leave to our children s intelligence, and populous with content ed men and women—with more schools more churches, more of all that makes life desirable and that adds to the sum of human happiness. This cannot be done without good work in the cause that brings us together. When we leave this convention, the work must not be forgotten. I remember the words of the late Captain Batchelor, at the Cicelengt Convention.

Carpet Store.

1203 Main Street.

Telephone 229.

words of the late Captain Batchelor, at the Cincinnait convention.
"I hope our river men will not think when they get home that they have left the convention behind them. In former years we have had meetings and passed resolutions, then gone home and acted as if everybody else was to do the work. We have gone further, and organized an association. We have obligated ourselves to carry out the work. Now let us do it."
"These words were true when they were uttered. They are true to-day. We need an active membership—a larger membership. To achieve perfect success we must have the cordial support of all the people of the valley. In my judgment, we shall have it."

SECRETARY'S REPORT.

SECRETARY'S REPORT.

The report of Secretary-Treasurer E. P. Wilson was then read. It included an account of the convention at Evansville last wear. The secretary's report The second annual meeting of the

Ohlo Valley Improvement Association was held at Evansville, Indiana, on October 12, 1897, at which the attendance was very full and satisfactory. Then followed a detailed account of the proceedings of the meeting. The membership list embraces the following:

Ohio-Gallipolis, 28; Cincinnati, 27; Eureka, Portsmouth, Hannibal, Ironton Eureka, Fortsmouth, Hamiliai, Ironton and Marietta, one éach; total, 60. Kentucky—Louisville, 23; also the Louisville Coal Exchange, Pennsylvania—Pittsburgh, 11 Browns-ville, 2; 4otal, 12.

ville, 2; 40tal, 13.
Indiana—Evanaville, 24; Tell City, 12;
Aurora, 1; total, 37.
West Virginia—Fairmont, 7; Parkersburg, 1; Morgantown, 1; Wheeling, 2;
(not including the chamber of commerce membership of 20); Raymond City, 1;
total 32. otal, 32.
Of those who subscribed last year to

Kentucky-Louisville, 3; Maysville, 4; Pennsylvania—Pittsburgh, 12: Roch-

Pennsylvania—Pittsburgh, 12; Roca-ster, 1; Allegheny, 1; total, 14. West Virginia—Falrmont, 5; Parkers-urg, 1; Point Pleasant, 1; Raymond ity, 1; total, 8. President Vance announced the recep-

President Vance announced the recep-tion to be given at Wheeling Park in the evening. He also announced that Vice President Peterson, of the Wheel-ing Ballway Company, had invited the visitors to a trolley ride over the city on the lines of the Wheeling and over-ther-river electric lines. Mr. Peterson sug-gested that the delegates assemble at the sydictions at *250 cm. The conventhe auditorium at 2:30 p.m. The conven-tion adopted the suggestion.

A recess was taken to 9:30 a. m., on

Thursday,
The report of Treasurer J. D. Parker,
of Cincinnati, was as follows:

Olic Collections, for membership CR.

. \$1,539 25 Cash advanced by Pres. Vance.... Printing, etc....

LAST NIGHT'S RECEPTION

Was one of the Finest Social Punctions

Ever Given in Wheeling. Wheeling Park, its beautiful foliage, its brilliant illuminations and its magdiffeent Casino-all these were a revelation to the river improvement convention visitors who almost to a man attended the reception given in their

honor last night by the chamber e commerce.
The 7 and 7:30 motors on the Wheel-

ing & Elm Grove road carried the visitors and the home guests of the cham-ber of commerce, to the number of

ber of commerce, to the number of about 600, to the park. At the park there was a remarkable absence of anything approaching a hitch or crush. The several committees were stationed at the gates and in the casino, and the tickets were statistically approaching a hitch or crush. The several committees were stationed at the gates and in the casino, and the tickets were distributed in a systematic way that prevented any confusion there wasn't a guest who was not well served. Upon arrivals at the park, the suests proceeded to the casino, where the extertainments committee had sprung a pleasant surprise in the shape of a fine musical programme that, was rendered from the stage. The hit of the swaling was made by Master Asien Godwin, a Bridgeport And of eight years, who has a remarkable voice which is being trained by Mrs. Williams at the instance of some of the music-loving people of Bridgeport and this city. He sang "My Cid Kentucky Home" most effectively and was repeatedly recalled. Mrs. Williams, Mr. Baum and Mr. Wilson, the latter of Pittsburgh, sangeon, the latter of Pittsburgh, sangeon, the plane.

The reception lasted from \$ to 2.35 o'clock, after which the Casine flow was cleared and dancing was the ab-

at the plane.

The reception lasted from 8 to 23 o'clock, after which the Casins flow was cleared and dancing was the attraction to the music of the Open House orchestra. The merry-makers held possession of the floor until after midnight.

The collation provided for the entertainment committee by Caterer Carperwas served in the handsomely decorated Casino dining hall, where 180 persons were seated at once. The visitors well-inst cared for in the dining hall, after which the home guests were served. As extra large-force of attendants had best secured by the committee, and the result was that the luncheon was served quite satisfactorily and quickly. At midnight all of the guests had best served.

served.

During the evening the Meister band was stationed in the casino enclosure and rendered a fine concert programme. The grounds were brillians situminated for the occasion and the visitors were pardoned in that the wheeling could present acts in the Ca-sino were very attractive. On the stage the arrangement of palms and other plants was particularly effective and was relieved by the brightness of bunting in which the national colors

A partial list of those present follows: hose present folk
G. A. Mayer,
G. R. C. Allen,
H. W. Evalor,
H. W. Evalor,
J. E. Ellison,
J. E. Ellison,
J. E. Ellison,
J. E. C. Ewing,
A. O. Moffat,
T. A. Little,
T. R. Sweeney,
E. F. F. Hallock,
R. S. Dillen,
Jos. R. Naylor,
J. V. Barton,
J. F. Dravé,
John Moffat,
F. Resver, Chas. Aul, A. J. Wentworth, D. J. McKee, L. O. Morris, H. G. Tinker.

Hubbard,

P. Husses, S. Orr.
F. Keeling.
enry Baer.
Wingerter,
P. Young.
J. Jeffers,
Gibls,